

EXTRA. NO DUTY ON SUGAR.

Substitute Adopted Making Both Raw and Refined Free.

Outcome of the Parliamentary Tangle in the House.

NEW JERSEY BRIDGE VETO REFERRED TO A COMMITTEE.

WASHINGTON, Jan. 23.—At the opening of the session of the House this morning, on motion of Mr. Wilson, the President's veto of the New York and New Jersey Bridge bill was referred to the Committee on Interstate and Foreign Commerce.

A few minutes later, when the House went into Committee of the Whole to resume the consideration of the tariff bill, Mr. Cates (Ala.) called attention to the peculiar complication that had arisen owing to the failure of the Committee yesterday to complete the consideration of the sugar schedule.

This schedule came over as unfinished business, while, by special arrangement made last Saturday, to-day's agenda for the consideration of the coal and iron ore schedules.

Some discussion followed as to the parliamentary status, and it was finally decided by unanimous consent to go ahead with the vote on the sugar schedule and after that to take up the bill to take up coal and iron.

The pending question was the Robertson amendment, which was amended by Mr. Warner, placing both raw and refined sugar on the free list. The confusion entailed by these two amendments was to be straightened out.

Mr. Dingler claimed that the Warner amendment was utterly inconsistent with the Robertson amendment, and should be considered as a separate amendment. Mr. Warner, placing both raw and refined sugar on the free list, maintained that the effect of Mr. Warner's amendment was to place refined sugar on the free list, leaving so much of his amendment as imposed, a duty upon sugar below the Dutch standard.

Finally, the Warner amendment, as a substitute to the Robertson amendment, was adopted, and the bill, as amended, was then taken up. The first amendment was made by Mr. Cates (Ala.) as follows:

On the free list, raw sugar, 10 cents per ton; refined sugar, 10 cents per ton; molasses, 10 cents per ton; and all other sugar, 10 cents per ton.

Mr. McKaig (Md.) then offered a substitute to the free list, as follows: On the free list, raw sugar, 10 cents per ton; refined sugar, 10 cents per ton; molasses, 10 cents per ton; and all other sugar, 10 cents per ton.

Mr. McKaig (Md.) then offered a substitute to the free list, as follows: On the free list, raw sugar, 10 cents per ton; refined sugar, 10 cents per ton; molasses, 10 cents per ton; and all other sugar, 10 cents per ton.

INCOME TAX AMENDMENT.

Populists to Offer a Plan for a Graduated Scale.

WASHINGTON, Jan. 23.—Representative Pence, of Colorado, on behalf of the Populist element in Congress, will offer an amendment to the Income Tax bill when it is under consideration in the House. This amendment, which provides a graduated tax on incomes, is as follows:

On incomes of \$2,000 to \$3,000, 2 per cent; \$3,000 to \$5,000, 3 per cent; \$5,000 to \$10,000, 4 per cent; over \$10,000, 5 per cent.

Mr. Pence says: "The third party platform called for a graduated income tax. From the Democratic side, we would have offered our own plan. But we prefer to carry some sort of an income tax, even if we don't get our own plan. For that reason we will wait for the Democratic side to offer a plan, and if it is accepted, well and good; if not, we will wait to carry the other plan."

A NEW BRIDGE BILL.

Mr. Dunphy Prepares One to Meet the President's Objections.

WASHINGTON, Jan. 23.—Representative Dunphy (Dem., N. Y.) has prepared a bill for a bridge from New York to Jersey City which overcomes the objections stated in the President's recent veto of the New York and New Jersey Bridge bill.

EXTRA. CITY WINS MILLIONS.

Victory of the Tax Department Over "Foreign" Corporations.

Can No Longer Evade Taxes by Organizing in Other States.

NEW BILLS AT ALBANY.

Proposal to Reduce Salaries of New York District Court Clerks.

ALBANY, Jan. 23.—Among the bills introduced to-day were the following:

THE SENATE. Mr. Mullin—Changing number of trustees of New York University.

Mr. Burke—Prohibiting construction of a railway on State lands, Brooklyn, without the consent of the State.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

Mr. Burke—Amending the charter of the city of New York, relative to the appointment of judges of the District Court.

EXTRA. IS MISS ANNA GOULD TO WED? MYSTERY OF THE GRAND JURY FIGHT MAY BE OFF.

No Money Placed in Referee Kelly's Hands Yet.

Corbett Promises Not to Be Phased by Taunts in the Ring.

Talk of a Possible Postponement Till Saturday.

Special to the Evening World.

JACKSONVILLE, Fla., Jan. 23.—No money has been put in a referee Kelly's hands.

The Duval Club says it will not draw down the check and substitute the actual money, as Kelly demanded, until it has legal advice on the matter.

If Kelly does as he threatens he will delay the fight off.

Treasurer Smith is the only member of the Duval Club who is at the rooms.

He will not say anything about the posting of the money in Kelly's hands, except that Kelly is satisfied.

Kelly says he is not satisfied and it is likely that the fight will be declared off.

JACKSONVILLE, Fla., Jan. 23.—Attorney-General Lamar telegraphed from Tallahassee this morning that he would be unable to appear in court to argue the Duval Club's injunction case, and after some talk between the lawyers of the Club and the Judge, the case was postponed until to-morrow at 10 A. M.

Judge Call offered to grant a temporary injunction, operative for twenty-four hours, restraining the Sheriff from interfering with the fight, but the Club said it wanted a permanent one.

The Club presented an affidavit signed by Sheriff Broward, declaring that he would take charge of the arena unless restrained by a permanent injunction. The State was simply playing a sharp trick in seeking delays, and finally the Club was forced to accept the offer.

A little later the Duval Club thought better of the offer and asked the Judge to grant the writ.

He was obliging, and a writ was issued restraining the Sheriff from interfering with the fight, and the case was postponed until to-morrow at 10 A. M.

It is now said that if the Circuit Court decides in favor of the Club and grants a permanent injunction, the fight may be postponed until Saturday.

The Club wants to get advance to make a little money out of the fight, and it is now said that the Club will accept the offer.

The arrival of the troops to-day, the Club says, will not interfere with the fight, and it is now said that the Club will accept the offer.

They say he is clever. Well, we shall see. It is now said that the Club will accept the offer.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

Whether Mitchell has anything to put the Duval Club in a hole and break up a permanent injunction, is a question.

EXTRA. SHE MET A TIDAL WAVE.

Normannia Comes Back to Port Disabled.

SEVEN MEN ARE INJURED.

Deck Rooms and Part of Promenade Deck Carried Away by the Water.

ONE OF THE OFFICERS WILL DIE.

Main Saloons, Ladies' Parlor, Music Rooms and Steerage Wrecked.

Passengers in a Panic.

Unlucky Normannia!

The beautiful Hamburg-American liner steamship which on her maiden voyage to this port in 1880 was almost sent to the bottom by collision with an iceberg, has just had another almost miraculous escape from foundering at sea.

She emerged from this encounter, which was with a tidal wave, bruised and battered so much that it will take nearly three months' time and \$200,000 to put her again in trim for business.

The steamship left this port at 12:30 P. M. on Jan. 15, with 120 first-class passengers, 146 steerage passengers and a crew of 350 men. She was bound for Algiers, Naples and Genoa.

She returned to port this morning looking as if she had been monkeying with the business end of a dynamite stick.

When she tied up at her Hoboken pier, her passengers hurried ashore with an anxiety to get on terra firma that was self evident.

The story told by these passengers is a thrilling one indeed.

The ship, they said, had experienced moderately good weather for the first day and half of the trip. Then she ran into a severe northeast gale and encountered head seas that threw spray over the deck to the height of the masthead.

On Saturday the weather became so nasty that Capt. Heibich ordered the engineers to proceed at half speed.

The passengers referred to their state-rooms that night as an uneasy frame of mind.

At 6:15 o'clock Sunday morning, before any of them had arisen of their own accord, they were suddenly tumbled out of their berths by a great shock to the ship, and most of them immediately found themselves floundering waist-deep in salt water.

The steamship had been boarded by an immense tidal wave, which, so declare the second second officer, who was in command on the bridge at the time, suddenly reared its crest out of the deep on the port bow to an immense height, and fell upon the vessel's forward deck.

The immense weight of the water was sufficient to bury the ship's nose to a considerable depth, tilting her stern out of water to a corresponding height, and stopping her headway almost immediately.

The ship swept her decks as high up as the bridges and as far back as the wheel-house, rushing down companionways into cabins and steerage, and carrying away her ventilators and deck rails and smashing things generally.

Seven men were struck by the wave. The wreckers carried before it, and seriously injured. One of the injured will die.

The list of the injured is as follows: First Officer, second officer, probably fatal internal injuries and bad lacerations about the head; second officer, left leg and arm injured; third officer, left leg and arm injured; fourth officer, left leg and arm injured; fifth officer, left leg and arm injured; sixth officer, left leg and arm injured; seventh officer, left leg and arm injured.

The following story of the accident was told by a passenger to an "Evening World" reporter soon after the Normannia reached her dock in Hoboken at 10 o'clock this morning:

"We were about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."

"About midnight on Saturday the ship was struck by a wave which was about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."

"About midnight on Saturday the ship was struck by a wave which was about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."

"About midnight on Saturday the ship was struck by a wave which was about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."

"About midnight on Saturday the ship was struck by a wave which was about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."

"About midnight on Saturday the ship was struck by a wave which was about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."

"About midnight on Saturday the ship was struck by a wave which was about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."

"About midnight on Saturday the ship was struck by a wave which was about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."

"About midnight on Saturday the ship was struck by a wave which was about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."

"About midnight on Saturday the ship was struck by a wave which was about 120 miles out at sea last Sunday morning when the wave came aboard."

"All day Saturday the ship had been running at half speed on the teeth of a terrific gale."